

Summary of Public Process

Overview of Public Participation Process

The Mount Greylock SR Interpretive Master Plan planning process included several opportunities for the public to provide input on the plan including a visitor survey, public meetings and a public comment period. The two public meetings were publicized through local newspapers, direct notices to stakeholders, and the DCR website.

Schedule

4/29/10	Kick Off Meeting for Interpretive Master Plan (attendance 31)
4/12/11	Presentation on Draft Interpretive Master Plan (attendance 20)
4/12/11 – 5/13/11	Public Comment Period
August	Final Interpretive Master Plan posted

Visitor Survey

From June 2010 through January 2011 DCR conducted an online survey of visitors to find out more about their recreational activities experience of existing interpretive materials, and potential locations and strategies for improving the interpretive experience at Mount Greylock State Reservation. With only 70 responses, the survey results cannot be called entirely reliable. However, survey results do confirm the Reservation staff's understanding of the Greylock audience and support the goals of this Interpretive Master Plan. More details on the survey results can be found in Appendix B.

Public Meetings

DCR held a public meeting to review preliminary themes and interpretive goals on April 29, 2010. Public comment from that meeting, along with input from the Visitor Survey, were used to develop the draft Interpretive Master Plan, which was presented at public meeting on April 12, 2011. That meeting also kicked off the 30-day public comment period for the draft IMP.

Public Comments and Substantive Changes to the RMP

Based on public comment, the Interpretive Master Plan was modified to:

- Better reflect the recreational opportunities at the reservation
- Refine goals for exhibits at the Visitor Center

Several comments have been made regarding trails and mountain biking at Mount Greylock Reservation. The planning team has shared these comments with the DCR Bureau of Recreation and has recommended a trail planning study be conducted.

Comments regarding lead-in signage located outside of the reservation boundary have been shared with the Berkshire Regional Planning Commission for incorporation into their Scenic Byway signage project(s).

Written comments follow.

PUBLIC COMMENTS RECEIVED FOR THE MOUNT GREYLOCK INTERPRETIVE MASTER PLAN (DRAFT) APRIL 12, 2011 – MAY 13, 2011

Comments are reproduced in their entirety as received by DCR's Office of Public Outreach.

From: Martin Beveridge
Sent: Friday, May 13, 2011 4:15 PM
To: Updates, DCR (DCR)
Subject: Mount Greylock IMP

I read with interest the master plan and associated documents relating to interpretation at Mount Greylock. While welcoming the expansion of the program, it seems to me that its realization would have benefited greatly from the retention of DCR's inhouse graphic design department, disbanded due to a shortsighted political decision.

Now I fear that continued production of these materials for Mount Greylock and all the other parks in Massachusetts' parks system will not be consistently carried out and when it is, will be more costly. With the existing restrictions on the DCR's budget, this can only limit the nature and scope of high-quality interpretation across the system. \$700,000 would have bought a lot of staff time and materials for this purpose.

I consider myself qualified to assert this as former senior graphic designer at the DCR.

Martin Beveridge
133 Maplewood Circle
Amherst, MA 01002

MOUNT GREYLOCK ADVISORY COUNCIL

May 9th, 2011

To Whom It May Concern:

The Mt Greylock Advisory Council submits the following comments regarding the Mt Greylock Interpretive Master Plan. The Council has as its primary goal the protection, maintenance, and use of the

Mt Greylock State Reservation as a unique natural resource for the citizens of Massachusetts. The

Council was formed in 1969 to advise the Reservation management, the Department of Conservation and

Recreation, and when appropriate the Massachusetts State Legislature on Reservation issues.

Council members include representatives from each of the six cities and towns surrounding the Reservation, and six members selected by DCR.

1) Primary Themes: The draft of the plan recognizes geology, ecology and culture as the three main

components in the interpretive park experience. We feel this downplays the importance of recreation in the park experience. The vast majority of visitors come to the park to “recreate”. The primary themes should be fourfold; recreational, historical, ecological and geological. Currently only under secondary themes is “early recreational movement” noted. Prominent emphasis on recreation must include both the historical perspective and the wealth and diversity of current opportunities within the reservation. (Examples include hiking, camping, backpacking, biking, trail running, mountain biking, nature viewing, photography, skiing, snowshoeing, snowmobiling, geocaching, roller skiing, hang gliding, etc.)

2) Signage: Within the draft plan, much note is made of signage and significant dollar figures are allocated (ex: \$45,000 for special signage to improve visibility from Rockwell Rd). We wish to emphasize that many of the parks visitors never enter via the South or North road entrances. Numerous users enter the park via popular trailheads (which may be hard to find). Helpful signage towards trailheads (ex: Thunderbolt, Cheshire Harbor, Haley Farm, Stony Ledge etc.) is equally important. Well-designed trailhead signage would not only inform visitors about responsible behavior, but also put their recreational experience into the context of the primary themes. A recreational visitor can get close to the mountain in a way that is not possible from an automobile.

3) Visitor Center Experience: Nearly a half of a million dollars is being allocated to improving the visitor center experience (\$225,000 to develop engaging exhibits, \$100,000 to create a film, \$100,000 to reconfigure the public area etc.). We support this investment. However, for this for this major financial outlay we expect something special and truly engaging to be the end result. We believe that the experience should also be able to fire the imagination of visitors of all ages. Children are the future stewards of this reservation and exhibits must be fun as well as educational. Current technology should allow us to embrace history. We see the exhibits as being both interactive as well as passive. Perhaps a student could strap on an old pair of skis or hang gliding wings while he/she virtually skied down the Thunderbolt or flew over the summit. The movie (s) created should be exciting and breathtaking as well as informative. Kids could participate in a themed electronic “scavenger hunt” collecting clues on the mountain that relate to the exhibit.

Visitors should leave the Center with both new information and with a smile--and tell their friends about what a great time they had. This investment is a great opportunity to get people engaged with the mountain. Expertly and imaginatively done, it will bring people back to this reservation and other state parks many times over.

Thank you for your attention,

(signed)

Cosmo Catalano, Chair

Mt. Greylock Advisory Council

From: Mike Coyne

Sent: Tuesday, May 03, 2011 1:28 PM

To: Updates, DCR (DCR)

Subject: Greylock Draft IMP

Dear Sirs,

Regarding the Greylock Draft IMP, my family would like to raise four significant concerns. We hope you will address these concerns as the draft evolves.

Sincerely,

Michael, Jamie and Conor Coyne

Mount Greylock Interpretive Master Plan Draft Concerns:

1) Primary Themes: The draft of the plan recognizes geology, ecology and culture as the three main components in the interpretive park

experience. We feel this downplays the importance of recreation in the park experience. The vast majority of visitors come to the park to “recreate”. The primary themes should be fourfold; recreational, historical, ecological and geological. Currently only under secondary themes is “early recreational movement” noted. Prominent emphasis on recreation must include both the historical perspective and the wealth and diversity of current opportunities within the reservation. (Examples include hiking, camping, backpacking, biking, trail running, nature viewing, photography, skiing, snowshoeing, snowmobiling, geocaching, rollerskiing, hang gliding, etc.)

2) Mountain biking: One goal of the plan is to “get people out of cars” and “help visitors explore the mountain”. A suggestion is made to create more pathways and areas for mountain biking (one of the fastest growing recreational pursuits in the United States). There is mention of developing a self guided mountain biking brochure. Sadly, there is currently little to no opportunity for mountain biking on Mt. Greylock. The vast majority of trails on the mountain are off limits to mountain biking. The trails designated for mountain bike use are Stony Ledge and Cheshire Harbor-both trails are inappropriate for all aside from the most experienced of riders. We would suggest that DCR partner with NEMBA (New England Mountain Bike Association) to create a sustainable and enjoyable mountain bike experience on Mount Greylock. Trails on the mountain should be reassessed for use and new connecting singletrack should be created.

3) Signage: Within the draft plan, much note is made of signage and significant dollar figures are allocated (ex: \$45,000 for special signage to improve visibility from Rockwell Rd). We wish to emphasize that many of the parks visitors never enter via the South or North road entrances. Numerous users enter the park via popular trailheads (which may be hard to find). Helpful signage towards trailheads (ex: Thunderbolt, Cheshire Harbor, Haley Farm, Stony Ledge etc.) is equally important. Additionally, signage should be present at trail intersections within the reservation.

4) Visitor Center Experience: Nearly a half of a million dollars is being allocated to improving the visitor center experience (\$225,000 to develop engaging exhibits, \$100,000 to create a film, \$100,000 to reconfigure the public area etc.). We support this investment however, for this for this major financial outlay we expect something special and truly engaging to be the end result. We believe that the experience should also be envisioned through the eyes of a child. Children are the future stewards of this reservation and we would like to see the creation of exhibits that are both fun as well as educational. Current technology should allow us to embrace history. We see the exhibits as being both interactive as well as passive. Perhaps a student could strap on an old pair of skis or hang gliding wings while he/she virtually skied down the Thunderbolt or flew over the summit. The movie (s) created should be exciting and breathtaking as well as informative. Visitors should leave educated and with a

smile. This investment is a great opportunity to get more people outdoors and bring people back to this reservation and other state parks if it is executed correctly.

From: Heather Linscott
Sent: Sunday, May 01, 2011 9:18 PM
To: Updates, DCR (DCR)
Subject: Greylock Draft IMP

It would be great if we could include mountain bike trails to the new plan. The trails on the mountain that are designated as Mt. Bike trails are really for only expert bikers and there are only two. Many state parks have great trails for riding and

Stoney Ledge and Cheshire Harbor.

The Cheshire Harbor linked up with the Old Adams Road make and excellent trail for intermediate Mt. bikers. The only problem there is that it is an out and back trail. My suggestion would be to use an old trail like red gate or Silver fox and reroute some of it, similar to what was done on the Turner Trail in PSForest. This would make a nice loop that would bring people back to their car. The start could be in Adams up CH to Old Adams Road, remake of Red Gate or (Silver fox) and back OR Jones Nose, Adams Road to Red Gate and up CH to Old Adams.

Another Trail that would be rideable except for one spot is the Woodison SP? Spring Trail or the Northrup SP?

DCR should partner with NEMBA. I am sure we could get people to work on a reroute of red gate or Silver fox trail much of it is sustainable and rideable it would just need some loops out to deal with the steeper terrain on the trail. NEMBA folks would I am sure be able to get a group together and work with Becky Barnes.

Sincerely,

Heather Linscott
113 West Road
Adams, MA 01220
413-743-7893

From: Herder, Bradford J
Sent: Friday, April 29, 2011 10:31 AM
To: Updates, DCR (DCR)
Subject: Greylock Draft IMP
Dear DCR,

On Mt. Greylock, there is very little opportunity for mountain biking and many of the trails mountain bikes are allowed on are absolutely horrible such as Stoney Ledge. Also, there are no loops per se, just point to point / out-and-back type opportunities.

On the South Side of Mt. Greylock all the way up to Jones' Nose on both sides of the road, the slope of the land and soils could be quite good for some mountain bike, snowshoe and even XC ski trails. I know there are trails there, but they are off-limits to mountain biking and are generally too steep. Some of the XC ski trails have promise with some re-work which could make them better for both skiing, cycling and snowshoeing by reducing the grades somewhat and adding even more switch backs. Think Bradley Farm, Northrup, Woodason Spring area. Also, we have a road out to Stoney Ledge, but it would be nice to have a trail too! CCC Dynamite's possible, but I'm really thinking of a trail on the West Side of Rockwell and Sperry Roads connecting Jones' Nose to Stoney Ledge. Rounds Rock could be pretty cool for mountain biking too with a little work.

There's also some nice land between Ingraham and Bauers Roads which would be excellent for mountain biking. Those two roads already are very nice for biking, a few loops in there would be nice. I occasionally ride out North Main St, up the dirt road to Ash Fort, then back on Rockwell Road. It would be fantastic to be able to come back on trails.

On the Adams Side of Mt. Greylock, there are many trails in the Greylock Glen area there is quite a bit of great terrain which could be used for mountain biking even all the way across the Bellows Pipe Trail could be improved for all non-motorized users.

The South Side and Adams sides could be linked together for the really strong people riders using the Old Adams Road with possible loops using Red Gate/Silver Fox, but all of those trails need maintenance.

I highly recommend the DCR put money into making a bunch of nice multi-use trails – not just hiking trails – multi-use – good for XC skiing, mountain biking and hiking.

I think mountain biking loops up to Jones' Nose from the Rockwell Road Visitor Center and loops in the Greylock Glen area would be a huge benefit to all – not just mountain bikers.

And if you really want to get people out of cars – which I think is a fantastic idea – charge them to drive up the road if they use their cars!

Brad Herder

Berkshire NEMBA President

500 Pecks Road

Pittsfield, MA 01201

Marie LaCasse April 25, 2011

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Office of Public Outreach

Department of Conservation & Recreation

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I am sending you this letter in response to an article from the North Adams Transcript on Thursday- April 14, 2011. The article describes the states draft in regards to the Mount Greylock Reservation. I understand that the public comment period on this proposed plan will last until May 13, 2011.

I am contacting you to let you know some of my observations in relation to the Mount Greylock Reservation and it's history. We currently own a home at 1201 Notch Road, North Adams, MA. Our home is located at the very bottom of the road on the North Adams side of the mountain. We are on the corner of the Bellows Pipe trail. My greatgrandfather

(Paul Bernard), purchased this home in 1915 from the Walden Family. It

became known as the "Bernard Farm." In 2015 we celebrate our homes 100th anniversary.

I am currently doing research on the history of the Walden, Wilbur and Bernard families.

Members of each of these families resided in this home.

In addition, I have a record of the old Bellows Pipe Cemetery which I am currently working on. I am finding a great deal of fascinating facts about this area.

You may be interested in using some of this information in your promotional material as a means of acquainting the public with some of the personal history of the mountain. I am looking into the other farms around the base of Mount Greylock that existed back in the 1800s.

We had to leave the North Adams area for a brief period and will move back into our home in August 2011. We rented the home while we were away and the lease runs out at this time. We are renting a home in Vermont until such time as we can get back into our own home. I can be reached at the Pownal, VT. address or by phone.

I came home to that house as an infant 59 years ago and have lived at the residence for about 14 years. When we were not living there, we were visiting. One consistent issue that I have seen occur at the location of our home is that visitors to the mountain need a means of direction. I realize that signs have been posted in the past, only to be torn down. With the improvements to the roads leading up to Notch Road and the road up to the summit, there has been a significant increase in traffic. One out of every three cars will stop at the corner in an effort to find the correct route up to the mountain. The same thing occurs when they come down the mountain. They see the junction of Notch and Reservoir

Roads and simply have no idea of which way to go. They are reading their maps and trying to figure out the best route to take. They become irritated and frustrated.

What would be a great asset to the public would be signs that tell exactly which towns are located in which directions and the distance to those towns. I would like to see signs that fit in well with the environment and yet are helpful to those going up to and down from the summit.

Another irritation to the visitors, is the problem of parking to walk up the Bellows Pipe. The current map shows a parking area at the corner of Notch and Reservoir Roads. There does exist a very small area where a few cars can park. People try to park in there and are often unable to get back out.

I believe that the state and the town of North Adams has a valuable resource in Mount Greylock. I would like to see people have a positive experience when visiting the mountain and the area in general. I would be happy to put any positive input into any plan that will achieve this goal. I admire all those who are making such a huge effort in making the mountain a wonderful memory for all those who experience it.

Sincerely,

Marie LaCasse